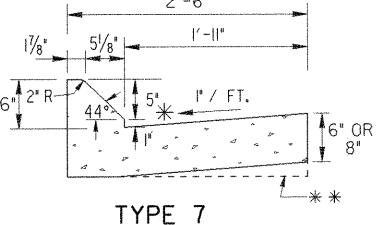
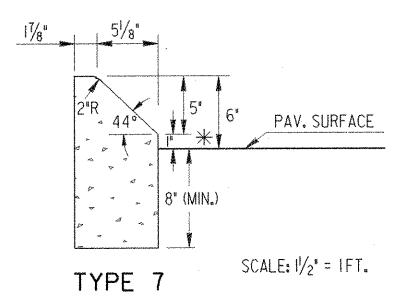
# CONCRETE CURB & GUTTER



SCALE I"= IFT.

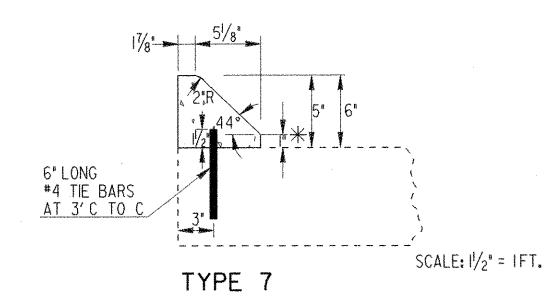
\*\* AT CONTRACTOR'S OPTION THE GUTTER THICKNESS
MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE
BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE,
BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE
SPECIFIED 6" OR 8" AT ANY POINT.

#### CONCRETE HEADER CURB



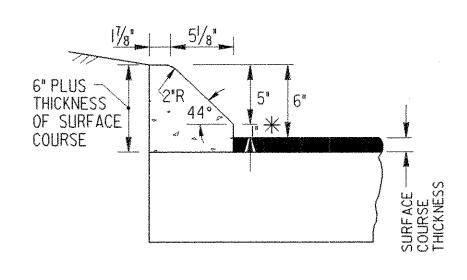
THE 8" MIN, DEPTH MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

## CONCRETE DOWELED INTEGRAL CURB



TIE BARS WILL BE PLACED AS SOON AS PRACTICAL AFTER FINISHING AND BEFORE INITIAL SET IN PPC PAVEMENT. TIE BARS MAY BE DRIVEN IN OR DRILLED & GROUTED IN ASPHALT PAVING, JOINTS IN CURB SHALL MATCH THOSE IN PCC PAV. OR BE AT 20'SPA. FOR ASPHALT PAVING

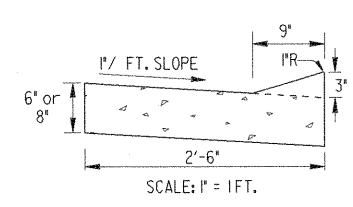
#### CONCRETE INTEGRAL CURB



TYPE 7

SCALE: 1/2" = 1FT.

### RAISED EDGE WITH CONCRETE GUTTER



RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED IMMEDIATELY AFTER GUTTER HAS BEEN FINISHED OR FORMED MONOLITHIC WITH GUTTER JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

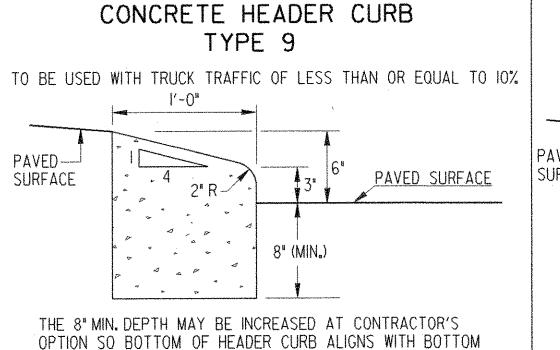
#### CONCRETE HEADER CURB FOR TRUCK APRON IN ROUNDABOUTS

SCALE: 1/2" = IFT.

**PICTORIAL** 

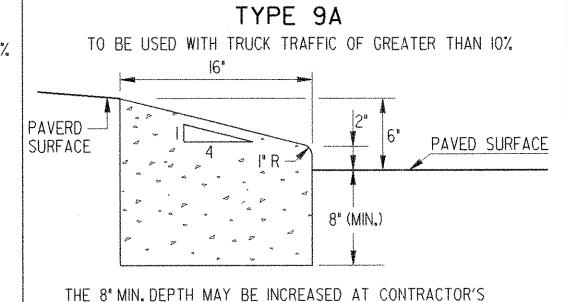
(DRIVE

RAMP)



OF PAVEMENT TYPICAL SECTION.

STD.CURB & GUTTER



OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH BOTTOM

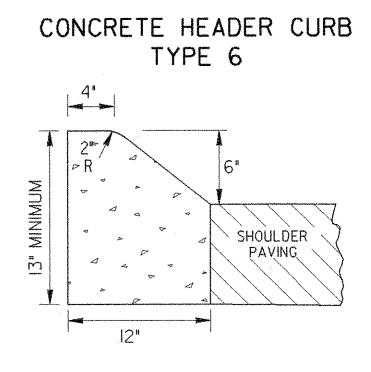
FACE OF CURB MUST ALIGN

WITH BACK EDGE OF GUARDRAIL

AND THE FACE OF THE OFFSET BLOCK.

OF PAVEMENT TYPICAL SECTION.

CONCRETE HEADER CURB



NO SCALE

TRANSITION

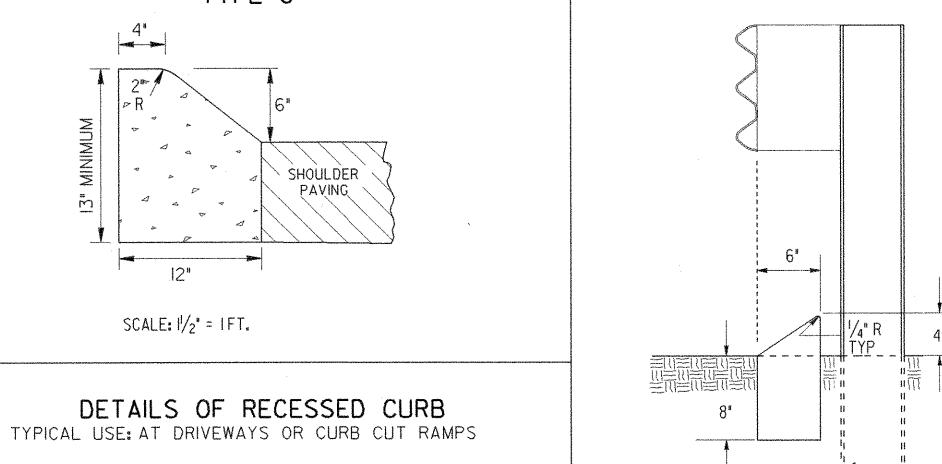
SCALE:  $1\frac{1}{2}$  = IFT.

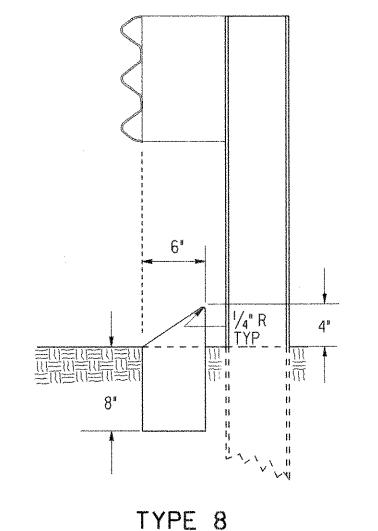
NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE

SECTIONAL VIEW

(SEE SEPARATE STANDARD FOR DRIVEWAY OR CURB RAMP FOR ADDITIONAL DETAILS.)

OR RAMP OPENING





SCALE: 1/2" = IFT.

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.

IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

## CONCRETE MEDIAN (Between Curbs) NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER

TYPES MAY BE SPECIFIED.

CONCRETE MEDIANS (Integral) SCALE: I"=IFT.

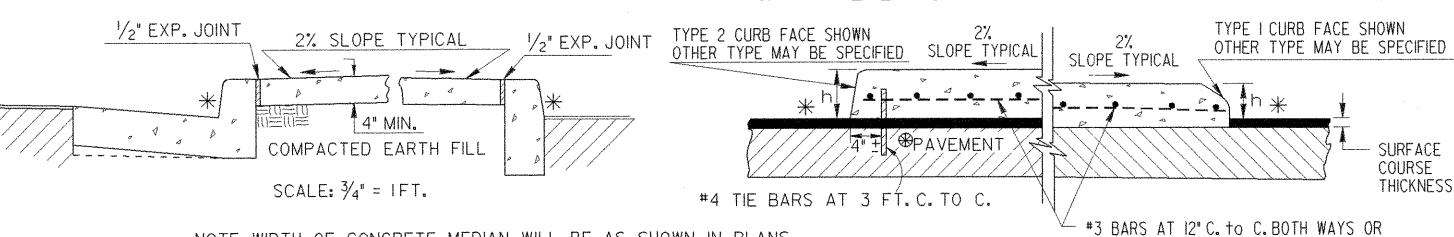
#### -WITH TIE BARS-

-WITHOUT TIE BARS-

 $6 \times 6$ -W2.9  $\times$  W2.9 WELDED WIRE FABRIC OR 4 × 4-W2.0 × W2.0 WELDED WIRE EABRIC

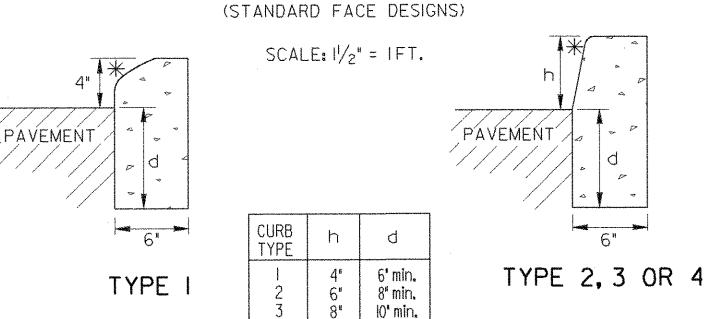
PROJECT NUMBER

0009725



NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

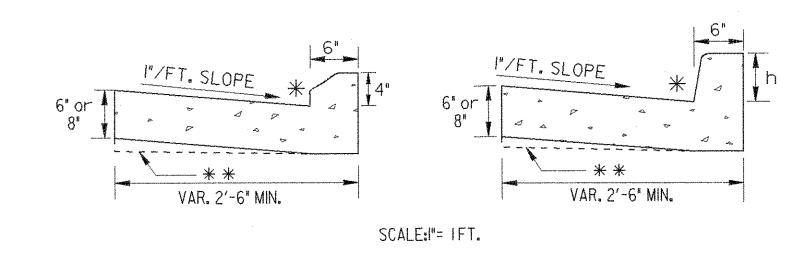
# CONCRETE HEADER CURBS



12" min.

THE DIMENSION & MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

## CONCRETE CURB & GUTTER



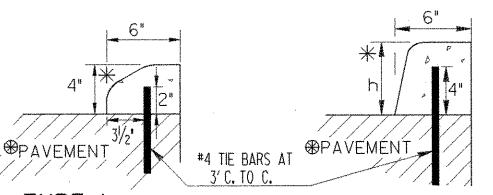
TYPE I

TYPE 2, 3 OR 4

\* \*AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT

# CONCRETE DOWELED INTEGRAL CURBS

SCALE: I" = IFT.



TYPE

TYPE 2, 3 OR 4

⊕ P.C. CONCRETE PAVEMENT-

TIE BARS WILL BE PLACED AS SOON AS PRACTICABLE AFTER FINISHING AND BEFORE INITIAL SET HAS TAKEN PLACE. JOINTS IN CURB OR CONC. MEDIAN WILL MATCH THOSE IN PAVEMENT.

⊕ ASPHALT PAVEMENT-

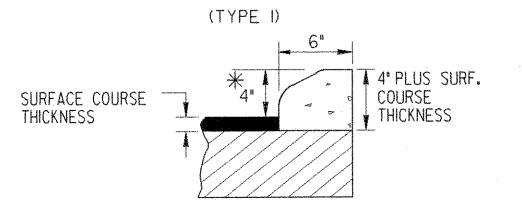
TIE BARS MAY BE DRIVEN IN OR DRILLED AND GROUTED IN. CON-TRACTION JOINTS ARE TO BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACINGS.

	NUM TIE BAR LENGT ELED CURBS OR CO	
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2,3 or 4	8"	12"

NOTE:

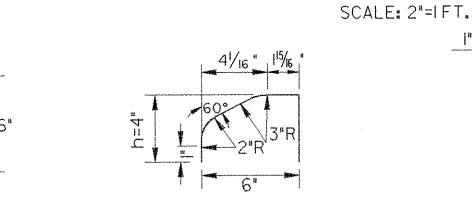
TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

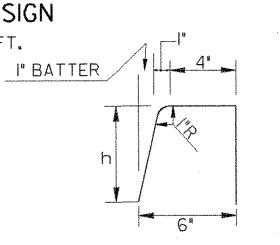
#### CONCRETE INTEGRAL CURB



SCALE:  $1\frac{1}{2}$ " = 1FT.

# \* STANDARD CURB FACE DESIGN





TYPE 2, 3 OR 4

1-27-11	La V.	3-03 DATE	DEP	ARTMENT OF STATE OF		TATION
STAN SION CONCRETE C			CONCRETE CL CRETE CURBS,	ANDARD  CURB & GUTTER  BS, CONCRETE MEDIANS  REDRAWN SEPT., 1999		
079		× × ×	DES DRW TRA CHK	(APPROVED) Denale 1	POLICY ENGINEER  R GINEER	NUMBER 9032B

TYPE

TYPE I

TYPE